

## Screening and Evaluating Rail Ideas

Below are some evaluation criteria that likely will be used to assess proposed rail networks.

**Which evaluation criteria are the most important to you? Please circle your three most important criteria.**

Maximize ridership/revenue potential	Minimize operating and capital costs
Maximize rail transit connections and accessibility	Minimize impacts to freight service
Maximize service to and promotion of transit-oriented development	Minimize impacts to low-income/minority areas
Allow for incremental implementation	Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

- Not just maximize rail transit connections, but all transit connection — it is a system
- Not minimize capital costs, but optimize <sup>investment in</sup> productivity, since it is possible to not invest enough, or to invest too much
- Not minimize impacts to low income/minority areas, but optimize their ability to access jobs & activities throughout the Bay Area

## High-Speed Train Program

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- Concerned that the regional interest in high speed commuter rail [ie connecting to Tracy], will overshadow the state-wide issue of Bay Area — in particular Silicon Valley to Southern California. Maintaining the promised 2 hour schedule for express between San Jose and Union Station in L.A. is vital to ~~maximize~~ maximize patronage and provide scheduled feeder connections at both ends. Such as all trains from L.A. will have a timed transfer ~~to~~ to both sides of the Bay.

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Welcome to today's meeting on the Bay Area Regional Rail Plan. Please make sure you **sign in** so we can keep you updated on the progress of the study over the next 18 months. **Please take this comment folder and visit the stations around the room before the presentation and group discussion.**

### Laying the Tracks for Bay Area Regional Rail

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### Land Use-Transportation Links

**A. Planning for Future Growth.** Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No  
**For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

I use transit when I can — by pass congestion, able to read on the vehicle — n

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Attracting more people to transit-oriented way of life.

6

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I support Altamont - ~~pas~~ Route. It seems to be more efficient since Oakland - ~~branch~~ branch line would ~~is not~~ be necessary if the HSR-BART transfer offered somewhere around Fremont. Demand for travel around East Bay can be satisfied with BART transferable to HSR.

REGIONAL RAIL

next stop....the future!

November/December 2005

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BayRail Alliance & Caltrain JPB

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First, I don't have a car. And I think succeeded TODs in other areas.

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REGIONAL FARES ACROSS ALL SYSTEMS BUS/RAIL/FERRY

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PROGRESS ON THIS PROJECT IS ABSOLUTELY SLOW.  
IT HAS BEEN DISCUSSED FOR OVER 10 YEARS  
AND THERE STILL IS NO PROGRESS

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lifeblood of  
the  
economy

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Transit supports the whole society - Do not expect it to "pay for itself" - it's not going to pay for itself - but the effect will be ability, mobility, opportunity for employment business, travel (for pleasure or business) ripple through the economy and sense of independence of the populace

Ease of connections; frequency of trains;

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- Stations few and far between; just well connected to other transportation modes.
- Stations to airports; great idea; major international as well as centrally feeder airports in Fresno, Modesto - etc
- Central Valley connection to Bay Area from the south

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Freight goes on freight trains + tracks

passengers on passenger trains + rail - separate the uses - people need to be in different places than freight.

Keep technology simple as in proven in other countries  
Simpler technology = lower cost = more rail miles + cars = more passengers

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Connections! Your planning needs to show a connection between BART, ACE, and HST in the Tri-Valley. Most of your maps show a gap between BART and the other lines. A BART extension to Downtown Livermore will serve ACE and HST and will use existing rail right-of-way for almost the entire route.

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Transit is not compatible with Low Density Development. Land use planning needs to be integrated with transit/rail planning.

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Extensions of current service i.e. BART to Livermore - etc should be planned & completed in such a way that further extensions or new rail service can be easily (cheaply) connected.

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Make the connection into Livermore valley - that South to San Jose so that 580 traffic from valley into Bay area can be alleviated

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Mitigates car travel, eliminates sense of community.

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Maximizing rail movement of containers from Port of Oakland to central valley.

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If in Livermore Valley, need to connect with ACE & BART. Livermore or Greenwood might be better locations to accomplish this.

Could the Oakland-Sacramento corridor (capital) be upgraded to carry high speed service?

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Don't keep me posted: Alan Frank  
748 WIMBLEDON LA  
LIVERMORE CA 94551

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BART must be built to Livermore

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|---|--|
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| * Maximize rail transit <u>connections</u> and <u>accessibility</u>     | Minimize impacts to freight service                                      |
| Maximize service to and promotion of transit-oriented development       | Minimize impacts to low-income/minority areas                            |
| <input checked="" type="radio"/> 3 Allow for incremental implementation | <input checked="" type="radio"/> 1 Minimize impacts to natural resources |

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

\* parking is important element of accessibility  
- and connections to other transit is critical  
- perhaps in commute hours a fleet of taxi cabs would be economical in certain urban areas - ie San Jose - Los Angeles - Oakland - San Francisco  
- COMMUTER GOLF CARTS OR BIKES ALSO AN OPTION

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- ☒ 1 WETLANDS <sup>BUFFERS</sup> AND WILDLIFE CORRIDORS (both North-South and East-West) are very important to accommodate.  
[Think Canada has implemented moose highway crossings similar to our pedestrian highway overpasses?]  
PACHECO PASS is critical in both these areas!
- ☒ 2 conservative construction practices need top priority in natural areas - once introduced invasive vegetation is difficult and expensive to manage - clean fires etc. so weeds and pest plants are not introduced
- ☒ 3 strive to encourage agricultural vistas rather than just dense urban development along tracks.  
EXPECT development near stations - but appeal of European high speed trains is subsidized crops and cattle.

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IT WOULD BE GOOD TO GET INPUT FROM SANTA CLARA COUNTY'S HABITAT CONSERVATION PLAN COLLABORATIVE THAT INCLUDES CITIES OF GILROY, MORGAN HILL, SAN JOSE, SANTA CLARA VALLEY WATER DISTRICT AND COUNTY PARKS. [DEC. 12 next meeting]  
Land Use-Transportation Links contact JANE MARIS at S.C. Co. Parks & Rec.

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Think this only makes for congestion at station  
- a short walk highly preferable - Also the night whistle of trains at crossings can be aggravating if you live practically on tracks. Did once and it was no fun.  
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ENVIRONMENTAL IMPACT IS OF INTEREST AND MITIGATION COSTS FOR BAY AREA ALIGNMENT (CURRENTLY UNDER STUDY)

THE REGIONAL RAIL PLAN CAN LINK THE BAY WITH RAN (BART, CALTRANS, DUMBARTON RAIL, ACE TRAN, CHINA SERVICE EX, AND GOOD CONNECTIONS BETWEEN SYSTEMS

STATION  
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REDWOOD CITY - SAN MATEO COUNTY CHAMBER SUPPORTS THE PROPOSED PAS ALIGNMENT TO THE BAY AREA. WE ARE ALSO A MEMBER OF THE SILICON VALLEY HIGH SPEED RAIL COALITION AND SUPPORT THE "GUIDING PRINCIPLES" ADOPTED BY THE COALITION. PLEASE CONTINUE CONSIDERATION OF A REDWOOD CITY STOP.

MENLO PARK CHAMBER IS FOLLOWING THE ISSUE BUT HAS NOT DECIDED ON A PREFERRED ALIGNMENT TO THE BAY AREA.

RAIL

next stop...the future!

November/December 2005

**Regional Rail Plan Comment Folder**

JIM BIGELOW

650-593-6372

jim.bigelow@ydn100.com

12/5/05

M. F. ESTER

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REDWOOD CITY - SAN MATEO COUNTY CHAMBER OF COMMERCE & MENLO PARK CHAMBER

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WE SUPPORT THIS FOR THE SAN FRANCISCO PENINSULA & DUMBARTON RAN CORRIDOR. OUR ORGANIZATIONS SUPPORTED STRONGLY THE RESOLUTION 3434.

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Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

Utilize Elevated light weight structures - even in country to minimize impact on environment

Extend BART to Livermore

## High-Speed Train Program

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minimize impact on freight  
R of W - Don't put money  
into Railroad Yards -

## Regional Rail Plan Comment Folder

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**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

Livermore has already planned  
OUR type of high density for BART

**B. A Rail Primer.** This station shows the Bay Area's vision for transit expansion, as well as planned rail projects in neighboring counties. Information on freight and ports describes the interactions between passenger and freight rail systems. Not all trains are the same, and rail car technologies also are explained.

don't impose Oakland densities on Livermore  
before putting BART to Livermore



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Maximize ridership/revenue potential

Maximize rail transit connections and accessibility

Maximize service to and promotion of transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/minority areas

Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

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CENTRAL VALLEY TO S.F. / S.I.  
DIRECT PASSAGE

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LIVERMORE CHAMBER OF COMMERCE

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No **For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

SPECIFICALLY BUILD A HUB IN LIVERMORE FOR ACE, HIGH SPEED RAIL & BART. COMMUNITIES EAST OF ALAMOGTO PASS CAN STOP IN LIVERMORE & TRAVE TRUCKEE FOR S.F., S.I. AND WEST.

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SOLUTION:  
LIMIT TRAFFIC  
COMING FROM  
IS TO 205  
TO SR0 -  
TRY TO KEEP  
LANS EAST OF  
ALAMOGTO PASS.



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**Which evaluation criteria are the most important to you? Please circle your three most important criteria.**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Maximize ridership/revenue potential                   | <input checked="" type="checkbox"/> Minimize operating and capital costs          |
| <input checked="" type="checkbox"/> Maximize rail transit connections and accessibility    | <input type="checkbox"/> Minimize impacts to freight service                      |
| <input type="checkbox"/> Maximize service to and promotion of transit-oriented development | <input checked="" type="checkbox"/> Minimize impacts to low-income/minority areas |
| <input type="checkbox"/> Allow for incremental implementation                              | <input type="checkbox"/> Minimize impacts to natural resources                    |

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

Good ridership for Bus, Bart, Muni, mail rail for VTA. I want see Smart go to S.F. & Richmond Bridge Train from Smart. Fastpass is go to high some people have low income people have no money but with SST.

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That will be good have HighSpeed Rail any to go and place to be. And need more park or Garage park Det place anywhere train to go.

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**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

Love Bus, Train & Muni train & Muni train go any where, go any place & anytime

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The Amtrak/California Capitol Corridor service has been growing by leaps and bounds, even though it still takes 4 hours to go from San Jose to Sacramento, a distance that can be traveled by car in just over 2 hours. Inclusion of a San Francisco/Oakland/Sacramento connection would allow the HSR system to replace the Capitol Corridor service with dramatically reduced travel times, and hence increased ridership.

Including a San Jose/Salinas/Paso Robles/Wasco connection (in rough terms) would provide a more direct (and hence faster) route from Los Angeles to the Bay Area and also provide service to Monterey County, which has expressed interest in having Caltrain commute service extended southward to Salinas. Aside from its operational benefits, this connection would also help assuage San Jose's route angst over Altamont, although any Los Banos real estate speculators would be out of luck.

In conclusion, the operative question for this EIR/EIS process is not Altamont OR ..., but Altamont AND ... We should build 3 connectors: San Francisco/Oakland/Sacramento, Altamont, and San Jose/Salinas/Paso Robles/Wasco. Perhaps not all in the Initial Operational Segment (as we used to say in the defense industry), but in the Objective System (that defines the vision for the HSR system at full build-out).

## Screening and Evaluating Rail Ideas

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Maximize service to and promotion of transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/  
minority areas

Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

Let's use proven technology. Off-the-shelf equipment.  
No need to re-invent the wheel. DMUs show promise as a low-cost rail technology.  
Let's look at existing rail lines, and other potential linear rights-of-way; i.e. freeway medians, utility r/w, abandoned rr track.  
Need to consider freight traffic.

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High-speed rail should be designed to accommodate regional, inter-regional and commuter rail. Let's not concentrate on individual "corridors" - need to think in terms of a regional and inter-regional rail network or grid to reflect current and future land-use patterns.

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Train Riders Association of California (TRAC)

Rail Passengers Association of California (Rail PAC)

Greenbelt Alliance

### Land Use-Transportation Links

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No  
**For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

LAND USE IS "THE OTHER SIDE OF THE EQUATION" TO DEVELOP AN EFFECTIVE REGIONAL RAIL (and sub-regional transit) NETWORK. The challenge is to how to implement a transit-supportive land use policy in an auto-dominated urban

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Below are some evaluation criteria that likely will be used to assess proposed rail networks.  
**Which evaluation criteria are the most important to you? Please circle your three most important criteria.**

- |   |   |
|---|---|
| Maximize ridership/revenue potential                              | Minimize operating and capital costs          |
| Maximize rail transit connections and accessibility               | Minimize impacts to freight service           |
| Maximize service to and promotion of transit-oriented development | Minimize impacts to low-income/minority areas |
| Allow for incremental implementation                              | Minimize impacts to natural resources         |

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

BART To Greenville with temp station at Isabel. We have large parking lot equivalent to high population density in I 580 corridor

### High-Speed Train Program

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Protect Ag & Open space in Central Valley

Develop in foot hills

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ **Yes** ☐ **No**  
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Too old to survive till rail fully implemented

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**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

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Would it be possible to work to connect from BART to high speed train?

I support the 30th ST & BART ~~stat~~ station in San Francisco.

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No  
**For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

Hayward

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*If you asked me to circle 4, this would be #4!*  
*More precisely, ensure lots of freight rail capacity. Try to replace trucks with trains, or piggyback trucks on top of trains.*

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

- Minimize auto traffic [Decongest freeways and reduce fuel consumption.]
- Minimize transit times on rail. [Don't add too many in-fill stations.] CALtrain's Baby Bullet seems very nice.
- Redundant ~~new~~ or alternate routes [So if a major regional quake strikes, some rail hopefully can be restored quickly, to help evacuate the millions of refugees.]
- Explore new technology on at least one expansion where rail doesn't now go. Notably, magnetic levitation.

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- For security (against terrorists, diseases, or agricultural pests), make high-speed rail stations capable of appropriate inspections.
- Consider magnetic levitation as at Shanghai airport, or as is being developed in California [ "Indotrack" ] at LBNL and General Atomics in San Diego.

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No  
**For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

(1) I don't own a car and don't drive. (2) Freeway congestion is ridiculous, and reducing demand to drive seems cheaper than increasing opportunity to drive. (3) For what it's worth, my main short-term desire is ~~to~~ getting ~~to~~ between Livermore and BART-Pleasanton faster.

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There is no library with the information designated for the Livermore Valley. The closest library is Fresno or Oakland -

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My concern is that BART should come to Livermore. If it comes with high speed rail - OK - but it should not replace BART. BART has a different purpose. The Altamont pass option is preferred. The South Bay already has Caltrain.

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Linda Jeffery Sailors - madammayor@comcast.net

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STATION  
5

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**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

No reference to extending BART down the 580 as originally planned.

This is my desire - it preserves our city and neighborhoods from frequent rail interruption.

STATION  
6

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First thing first

Local rail is where we should focus for now.

REGIONAL RAIL

next stop....the future!

November/December 2005

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STATION  
1

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STATION  
2

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Other than local papers - how else can you raise attendance at these meetings?

STATION  
3

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**Do you feel transit-oriented developments make sense for the Bay Area? Yes No**  
**For your community? Yes No For yourself? Yes No Please explain.**

As long as these stations do not increase use around housing developments and downtown. Lets maintain our quiet neighborhoods.

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STATION  
5

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Minimize operating and capital costs

2. Maximize rail transit connections and accessibility

Minimize impacts to freight service

3. Maximize service to and promotion of transit-oriented development

Minimize impacts to low-income/minority areas

Allow for incremental implementation

Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

1. make it obvious to car drivers the advantages of rail transportation and plan those Rail needs to induce drivers out of their cars.

2. Advertise in distant areas of US what we are trying to do here

STATION  
6

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1. Nature & its protection

2. effective mktg program to gain support

Time to get moving on this NOW! —

Peter A. Aguilar  
uncipeter@sbglobal.net

RAIL

next stop...the future!

November/December 2005

## Regional Rail Plan Comment Folder

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STATION  
1

### Welcome!

*The cookies were delicious!*

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STATION  
2

### Laying the Tracks for Bay Area Regional Rail

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*Good presentation. Just wish I should check should begin shortly. My friend will get involved with your objectives - Mike McTullen - email: mactul@yds.com*

STATION  
3

### Land Use-Transportation Links

**A. Planning for Future Growth.** Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

*cars are expensive, no room for them plus gas prices.*

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STATION  
5

## Screening and Evaluating Rail Ideas

Below are some evaluation criteria that likely will be used to assess proposed rail networks.

**Which evaluation criteria are the most important to you? Please circle your three most important criteria.**

- |  |  |
|--|--|
| 1 <u>Maximize ridership/revenue potential</u>                              | <u>B</u> <u>Minimize operating and capital costs</u> |
| 2 <u>Maximize rail transit connections and accessibility</u>               | Minimize impacts to freight service                  |
| 3 <u>Maximize service to and promotion of transit-oriented development</u> | Minimize impacts to low-income/minority areas        |
| Allow for incremental implementation                                       | Minimize impacts to natural resources                |

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

MODESTO, STOCKTON, & BAKERSFIELD ARE ALL AMONG THE 100 LARGEST CITIES IN US. OF THE LARGEST 150 CITIES IN US, THESE 3 CITIES HAVE THE WORST ACCESS TO PASSENGER AIR SERVICE. WITH THAT IN MIND, I THINK IT IS IMPORTANT THAT RAIL SERVICE CONNECT THESE CITIES TO MAJOR AIRPORTS

STATION  
6

## High-Speed Train Program

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- FOR MODESTO - STATION SHOULD BE DOWNTOWN NEAR REGIONAL TRANSIT HUB - IMPORTANT FOR DOWNTOWN RENEWAL, AND LIMIT SPRAWL
- CONNECTIONS OR DIRECT TRANSIT TO AIRPORTS (SFO, SACTO, OAK)
- STATION BE MULTI-USE BUILDING PERHAPS WITH HOTEL, OFFICES, RETAIL, CULTURAL SPACES

RAIL

next stop....the future!

November/December 2005

## Regional Rail Plan Comment Folder

BOB BARZAN - MODESTO

bbarzan@yahoo.com

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STATION  
2

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STATION  
3

## Land Use-Transportation Links

**A. Planning for Future Growth.** Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

THE POSITIONING OF STATIONS IN DOWNTOWNS IS VITAL TO RENEWAL IN PLACES LIKE MODESTO AND TO MINIMIZE SPRAWL AND LOCAL TRAFFIC CONGESTION

**B. A Rail Primer.** This station shows the Bay Area's vision for transit expansion, as well as planned rail projects in neighboring counties. Information on freight and ports describes the interactions between passenger and freight rail systems. Not all trains are the same, and rail car technologies also are explained.



## Screening and Evaluating Rail Ideas

Below are some evaluation criteria that likely will be used to assess proposed rail networks.

**Which evaluation criteria are the most important to you? Please circle your three most important criteria.**

- |   |   |
|---|---|
| 3. Maximize ridership/revenue potential                           | Minimize operating and capital costs          |
| 1. Maximize rail transit connections and accessibility            | Minimize impacts to freight service           |
| Maximize service to and promotion of transit-oriented development | Minimize impacts to low-income/minority areas |
| Allow for incremental implementation                              | 2. Minimize impacts to natural resources      |

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

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## High-Speed Train Program

The California High-Speed Rail Authority, in partnership with the Federal Railroad Administration, is preparing a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to identify a preferred high-speed train alignment and station locations between the Bay Area and the Central Valley. Please tell us any issues, concerns or questions you believe should be addressed in this "Bay Area to Central Valley High-Speed Train Program EIR/EIS."

- would like to see the Altamont Pass used rather than Pacheco Pass (bad idea).
- would like to see Livermore have a stop on the high speed rail.

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No **For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

I live in Livermore & we are re-developing the downtown for higher density housing. I believe that makes sense if you include a proper mix of housing & services such as grocery stores, coffee shops and dry cleaners.

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STATION  
5

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Maximize service to and promotion of transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/minority areas

Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

Working with local agencies in general plan development to account for devel. of H.S. Rail facilities & transit connectivity within the region/city

STATION  
6

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Utilize exist R/W to extent possible minimize or elim. at grade crossings keep the "High-Speed" in Rail, making sure Express Trains are plentiful & convenient for riders

RAIL

next stop...the future!

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minority areas

Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

Minimize Traffic Impacts at existing  
highway choke points

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Should follow highest population entry  
point to Bay Area. i.e. Tracy Livermore.  
Again Right B way as soon as possible.

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Minimize impacts to natural resources

**Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.**

lots get government to be fair —  
subsidize airports for Billions — now Airlines going broke  
rail transit much cheaper, safer, & better.  
compare actual cost of driving \$4.50  
a mile wear and tear on the human drivers,

6

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Include moderate and all growing  
and future line up to grow cities  
as future station stops.

We need Rail now — we are the least  
Rail Supporting Nation in the world

Thank you

REGIONAL RAIL

next stop....the future!

November/December 2005

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All The local politicians, Library Board members

3

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**Do you feel transit-oriented developments make sense for the Bay Area?** Yes No  
**For your community?** Yes No **For yourself?** Yes No **Please explain.**

rail transit is the only thing that  
makes sense — look at LA spending Billions of dollars  
to build underground the same area they had above ground service  
many years ago

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Maximize ease of use for low-income/minority.

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Minimize noise, visual, "environmental (natural)" impact,  
BUT it is extremely important that it happen.

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Were the county supervisors specifically invited and/or encouraged? Are they connected to these issues?

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**Do you feel transit-oriented developments make sense for the Bay Area?** ☒ Yes ☐ No **For your community?** ☒ Yes ☐ No **For yourself?** ☒ Yes ☐ No **Please explain.**

Increasing lanes in highways is no answer to anyone's problems.

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